

MASON'S



Hongkong Daily Press.

ESTABLISHED 1867.

ON SALE
THE DIRECTORY
& CHRONICLE
For CHINA, JAPAN, Etc.
Fifty-Seventh Annual Issue
Part I: Large Copies ... \$11.00
Abridged ... 7.50
HONGKONG DAILY PRESS, LTD.
Printed and Published by the General
Press Office in the United Kingdom.

No. 19,007.

號七零千九萬一第

日八十二月三年未己

HONGKONG, MONDAY, APRIL 28TH, 1919.

一拜禮 號八廿月四年八國民華中

PRICE, \$5 PER MONTH.

INTIMATIONS

G. BEHN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 37½ lbs. net.
In Bags 50 lbs. net.
SHEWAN TOMES & Co.
General Managers.

ALLSOPP'S

BRITISH

PILSENER

BEER.

BREWED AND BOTTLED

by

S. ALLSOPP & SONS, LTD.

BURTON-ON-TRENT.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

14, QUEEN'S ROAD CENTRAL.

CARTRIDGES! CARTRIDGES!
CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. C. Powder, a powder
which gives universal satisfaction.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 5-6, Becclesfield Arcade.

A LING & CO.

14, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE

Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Canton Machines in Various Shades.
Telephone 1312.

PEAK TRAMWAY COMPANY
LIMITED.

TIME-TABLE

Week Days	Week Days
7.00 a.m. to 8.00 a.m. Every 15 minutes	8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 10.00 a.m. Every 15 minutes	10.00 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 noon Every 15 minutes	12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes	2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes	4.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 15 minutes	6.00 p.m. to 7.00 p.m. Every 15 minutes

NIGHT CARS

8.50 p.m. to 9.00 p.m.	9.00 p.m. to 9.15 p.m.
9.15 p.m. to 9.30 p.m.	9.30 p.m. to 9.45 p.m.
9.45 p.m. to 10.00 p.m.	10.00 p.m. to 10.15 p.m.

SUNDAYS

Week Days	Week Days
7.30 a.m. to 8.00 a.m. Every 15 minutes	8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 10.00 a.m. Every 15 minutes	10.00 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 noon Every 15 minutes	12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes	2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes	4.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 15 minutes	6.00 p.m. to 7.00 p.m. Every 15 minutes

NIGHT CARS

As on Week Days.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-tables, but not
for special cars. These can be obtained on applica-
tion at the Company's Office. No Season
tickets will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Cash. Orders representing Bank
Notes.

S. D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after THURSDAY, NOVEMBER 7th, 1915, until further Notice.

DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
CANTON (The Star Line)	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.

MOUTRIE PIANOS

Unsurpassed for purity of
tone, delicacy of touch,
beauty of design.

GUARANTEED

for

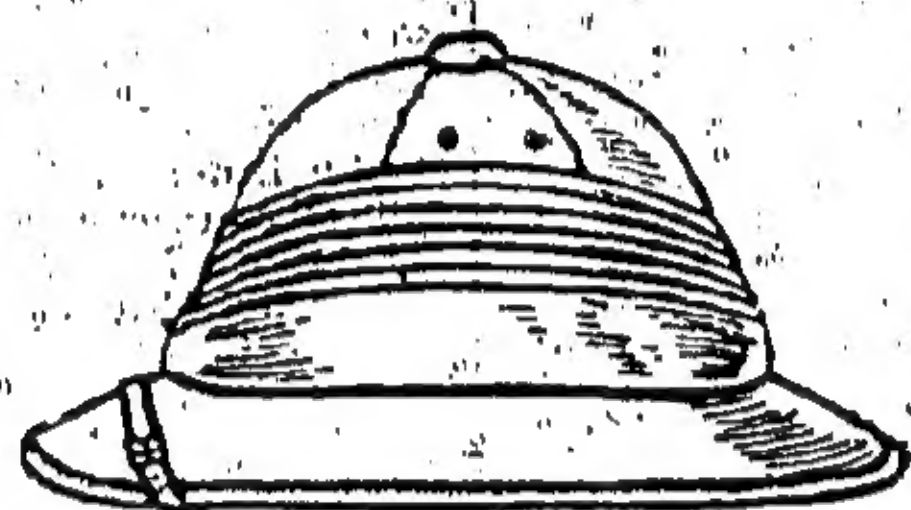
FIVE YEARS.

PRICES from \$125.

Easy Payments can be arranged.

S. Moutrie & Co., Ltd.

SUN



HATS

Our special \$10.50 Sun Hat weighs only 9 ounces.
is smart in appearance, very durable and thoroughly
sun and rainproof.

OTHER QUALITIES \$7.50 \$8.50 \$11.50 each.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists,

16, DES VŒUX ROAD.

Telephone 29.

"LA MINERVA" CIGARS.

NON PLUS ULTRA
REINA VICTORIA

In Boxes of 50 & 100

\$7 per 100.

A Cigar of full flavour and
attractive shape, covered with the
finest Sumatra Leaf.

Sold by—

LANE, CRAWFORD & CO.

FOOK LEE & Co.

Stock carried.

Tinplates, Wirenails, Yellow Metal, Tool Steel,
Iron and Steel Bars, Plates, Sheets, Window and
Plate Glass.

PRICES ON APPLICATION.

Phones 1176 & 1950.

SEAMEN'S INSTITUTE. U.S. VICTORY LOAN

N. PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are
now OPEN after extensive repairs.
Reading and Writing Rooms, Billiard
Room (two tables), Restaurant, Concert Hall
and Meeting Room.
Sleeping Accommodation—23 Cabins and
70 Beds in Dormitories.
All men of the Mercantile Marine, R.M.
Navy and Army are welcome to use the
Institute.

MANAGERS.

SOMETHING NEW
WISEMAN'S TEA.

Our own packing and blending
from the choicest Ceylon
and China Teas.

TRY IT

1lb. Tins 80 Cents.

HONGKONG GYMKHANA CLUB.

SATURDAY'S SUCCESSFUL
MEETING

A DAY OF CLOSE FINISHES.

PATRONS.—H.E. the Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.), Vice-Admiral Sir F. C. T. Tudor, K.C.M.G., C.B., Major-General F. Ventris, Commodore V. G. Gurner, R.N. Committee.—The Stewards of the Hongkong Jockey Club (ex-officio) The Hon. Mr. D. Landale, Mr. H. P. White, Mr. D. M. Ross, Dr. Forsyth, Major L. Cassel, Mr. J. Gibb, Mr. C. H. Blason; Mr. H. B. L. Dowbiggin, Hon. Secretary; Commodore V. G. Gurner, R.N., Judge; Mr. D. M. Ross, Handicapper; Dr. Forsyth, and Mr. J. Gibb, in charge of the scale; Mr. H. J. Gedgo, 1st starter; Mr. H. J. Congdon, 2nd starter; Mr. M. S. Sassoon, time-keeper.

The success of Saturday's Gymkhana meeting must have been a pleasant surprise to those few who doubted the advisability of holding two gymkhana meetings in the course of a month. The consensus of opinion was that Saturday's meeting provided a thoroughly enjoyable afternoon's sport. The course was hard and dry, and the going, consequently, very fast. The time recorded in at least two of the events was noteworthy, viz., the Gymkhana Stakes (one mile) in which Malcolm and Pink Eye ran a dead heat in 2min. 5secs., and the sixth event, won by Viola in 2min. 20secs. The high prizes paid by the cash sweep were indicative of the large attendance.

The close finish witnessed in the first event of the day gave a flip to the rest of the programme. It was considered that the race lay between Morning Star and Wedding Bells, and general expectations were not belied. Sedgwick rode a splendid finish and deserved the applause that greeted him. Morning Star had beaten Wedding Bells in the first gymkhana meeting on April 5th, but the latter's running yesterday proved that there was very little to choose between the two ponies.

The Gymkhana Stakes found four starters and popular fancy veered between Malcolm (who had won the race easily from Pink Eye at the first gymkhana), and Pink Eye, who on this occasion was conceded nine pounds. The contest proved as thrilling as anyone could wish, and when, after a long struggle, the judges gave as his verdict a dead heat, the excitement was intense. The pace set by Burning Daylight, who led for a good portion of the race, was so fast that the mile was registered in 2min. 6secs., one-fifth of a second better than the time recorded in the first Gymkhana. The time is noteworthy as an improvement by several seconds, upon that taken by Malcolm, Starlight, Purity Dahlia, Firefly and Daintylight in winning mile races during the February Race meeting. The fastest time on record for China ponies over a mile on the Hongkong course is 2min. 25secs., taken by Sir Paul Chatter's Triumphant Dahlia, carrying 152 lbs., in 1916.

Grey Mouse was expected to win the Class "A" Handicap over three-quarters of a mile, but Alexander all but robbed it of the honour. The John Peel pony is a poor finisher, and its running ever since the Race meeting, when it let down so many of its supporters, has been disappointing. Rochester gave one the impression of having been hustled too late in the race. Ed Doyle got it out near the half-mile post, this pony would have done better than finish third.

The "B" Class Handicap showed Dusky's staying powers, for getting loose from its mafo, it must have run over two miles on the course before the race started. The win was very popular, for general opinion was that the pony had spent itself. Knoll was fortunate in getting an advantageous position at the start. Second Fiddle was favourite for the race, but ran disappointingly.

The Ladies' nomination race proved both interesting and amusing. The following took part:—Mr. W. J. Morrison as "Dolly Varden"; Mr. Dowbiggin as a "Frog"; Mr. J. H. Congdon as a "Mephistopheles"; Mr. J. H. Congdon as a "Costermonger"; Mr. R. P. Thursfield as the "Rev. Mr. Wog"; Mr. T. M. Leitch as "Bunny" from "Pinkie"; Mr. H. W. Lucas as "Pierrot"; Lieut. G. P. Jones as "Golliwog"; Mr. White as "Arab Warrior"; and Mr. G. C. Moxon as a "Costermonger." When the candidates paraded before the grandstand there was much laughter, especially at the antics of "Dolly Varden" and the "Rev. Mr. Wog." The ponies seemed much attracted to each other. The souvenir presented by the Club to the ladies nominating the three most amusing costumes were awarded to Mrs. Thursfield, who nominated the "Rev. Mr. Wog"; Mrs. Moxon, who nominated one of the two "Costermongers"; and Miss V. Grimble who nominated "Mephistopheles." The fortunate circumstance that Mr. Dowbiggin rode a pony that could do no better than waddle along the course, quarter of a mile behind the others, gave him the race, for all the other competitors had passed the winning-post when the second gong had sounded, while the "Frog" had just entered the straight. Why any rider who had passed the post should be ruled out in a judgment of pace competition is not clear. There was much applause when Miss Angel Grimble led the winner in, and Mr. Dowbiggin was careful to explain to his friends that his pony could go no faster.

It was not easy to pick the winner from among Smokebox, Viola and Swallow—all of which were candidates for the sixth race. All three were fortunate in their start, and the race was between them. The well-judged riding of Knoll gave Viola first place by half-length. The very close finish witnessed in the last event between Rochester and Alexander closed an afternoon's keen sport. Mr. Doyle rushed his mount at the right time.

Mr. Knoll had a very successful day, gaining firsts and a second. Mr. Sedgwick won 2 firsts and a second, while the remaining first place went to Mr. Doyle.

A poor start. Dalesman obtained an early lead of two lengths, with Eaton Boy second and Wedding Bells running in third place. Morning Star recovered the distance it had lost when the running was up the incline, and at the top of the bend was occupying third place. In the bend Dalesman and Eaton Boy dropped back, and the race down the straight received itself into a lively struggle between Morning Star and Wedding Bells.

The former had the lead by about a length and was gradually being overhauled as the winning-post was neared. Sedgwick managed to keep his mount in front and won a fine race by a neck. Hector, which ran strongly in the last quarter, finished third, a length and a half behind Wedding Bells.

Time: 1 min., 30.1-secs.
Pari-mutuel. Cash Sweep.
Winner: \$7.40 Ticket No.
1, 5.50 69, \$684.30
2, 8.10 98, 180.30
3, 12.90 129, 94.90

GYMKHANA STAKES. One mile.

Mr. Horsford's Malcolm, 156 lbs. (Mr. Knoll) *1
Mr. Ross' Pink Eye, 147 lbs. (Mr. Sedgwick) *1
Mr. Dryadust's Salamander, 150 lbs. (Mr. Sutton) 2
Mr. John Peel's Burning Daylight, 157 lbs. (Mr. Gegg) 0
—dead heat.

A good start. Pink Eye assumed the lead when the ponies passed the post for the first time, with Burning Daylight at its heels and Malcolm in an advantageous position on the rail. At the three-quarter-mile gate Pink Eye and Burning Daylight were running together, while Malcolm had improved its position. Up the incline Burning Daylight, which appeared to have been rushed too much in the earlier stages, dropped back, and Salamander, which had been in the rear, gained a couple of lengths. Malcolm perceptibly improved its position, and was in the bend abreast of Pink Eye. Salamander came out with a rush, and, for the first portion of the straight, appeared a likely winner. A hundred yards from the winning-post, however, Salamander appeared to have spent its effort, and a magnificent finish was witnessed between Pink Eye and Malcolm. Both Knoll and Sedgwick applied the whip freely, but, despite their efforts, the ponies passed the winning post together and the judges gave the obvious verdict—a dead heat. Salamander was a poor second.

Time: 2min. 5secs.
Pari-mutuel. Cash Sweep.
Winner: \$3.10 Ticket No.
1, 5.50 134, \$555.00
2, 5.00 135, 155.00
3, 5.00 136, 150.00
—dead heat.

CLASS HANDICAP. "B" Class. Three-quarter mile race.

Mr. Humphreys' Grey Mouse, 157 lbs. (Mr. Knoll) 1
Mr. John Peel's Alexander, 157 lbs. (Mr. Gegg) 2
Mr. Doyle's Rochester, 153 lbs. (Mr. Doyle) 3
Sir Paul's Regularity Dahlia, 154 lbs. (Mr. Kremer) 0
Mr. Dynasty's Vivat, 153 lbs. (Mr. Sedgwick) 0
Sir Ellis Kadcorie's Tytan Chief, 150 lbs. (Mr. Sutton) 0

The ponies got away in a procession, with Tytan Chief in front, Alexander second, and Grey Mouse third. At the half-mile post Alexander had improved its position, while Grey Mouse was running very strongly on the outside. When going into the bend Tytan Chief dropped back and Alexander came to the front, with Grey Mouse at its heels. In the bend Grey Mouse improved its position and showed the way into the straight abreast of Alexander. Mr. Knoll brought his mount out very skillfully in the last 200 yards and won a good race by half-length. Rochester, which ran magnificently in the last quarter, all but beat Alexander for second place. The John Peel pony got into second position by a head.

Time: 1min., 34.4-secs.
Pari-mutuel. Cash Sweep.
Winner: \$48.10 Ticket No.
1, 27.10 232, \$1,231.30
2, 8.50 237, 251.80
3, 4.50 241, 175.90

CLASS HANDICAP. "B" Class. Three-quarter mile race.

Mr. Gilpin's Dusky, 157 lbs. (Mr. Knoll) 1
Mr. Dryadust's Maybe, 158 lbs. (Mr. Sutton) 2
Mr. St. George's Gentle Cat, 157 lbs. (Mr. Gegg) 3
Mr. Thomas' Bend Or, 153 lbs. (Mr. Sedgwick) 0
Mr. G. & G's Second Fiddle, 153 lbs. (Mr. Doyle) 0
Mr. Soares' Lovejoy, 149 lbs. (Mr. Soares) 0
Mr. Blank's Meymoon, 149 lbs. (Mr. Morrison) 0
Mr. Buxey's Hector, 148 lbs. (Mr. Mody) 0
Mr. P. K's Weihai Chief, 142 lbs. (Mr. Kremer) 0

Dusky broke loose from its mafo when being conducted to the starting-post, and pranced about the course for 10 minutes before it was captured. Even after this the ponies were some trouble to the starter. When, finally, they were got away with Bend Or in close attendance and Maybe lying third, this order was maintained until the bend, except that Second Fiddle came into second position for a while and Bend Or dropped back. In the bend, Gentle Cat, on the outside, came up strongly, while Second Fiddle again fell back, and Maybe moved up to second place. In the straight, Dusky, running strongly, finished an easy winner, a length ahead of Maybe. Gentle Cat was third, a length behind Maybe.

Time: 1min., 35.2-secs.
Pari-mutuel. Cash Sweep.
Winner: \$30.00 Ticket No.
1, 7.00 319, \$1,023.40
2, 8.10 327, 293.40
3, 7.20 328, 146.20

LADIES' NOMINATION RACE.

Mr. Dowbiggin, nominated by Miss Angel Grimble, 1st.
Others who entered were:—
Mr. W. J. Morrison nominated by Mrs. Crockett.
Mr. E. Des Vaux, nominated by Miss V. Grimble.
Mr. J. H. Congdon, nominated by Mrs. Congdon.
Mr. R. P. Thursfield, nominated by Mrs. Thursfield.

Mr. T. M. Leitch, nominated by Mrs. Ritchie.
Mr. H. W. Lucas, nominated by Mrs. Williamson.
Lieut. Jones, nominated by Mrs. Millington.

Mrs. White, nominated by Miss Moxon.
Mr. G. C. Moxon, nominated by Mrs. Moxon.
Pari-mutuel. Cash Sweep.
Winner: \$46.10 Ticket No.
1, 79.50 145, \$1,422.00

HANDICAP. From two mile post once round and in.

Mr. G. & G's Viola, 157 lbs. (Mr. Knoll) 1
Mr. Goahead's Smokebox, 168 lbs. (Mr. Sedgwick) 1
Mr. Gay Bird's Swallow, 155 lbs. (Mr. Kremer) 3
Mr. Soares' Flyford, 151 lbs. (Mr. Doyle) 0
Mr. Stares' Juxon, 149 lbs. (Mr. Soares) 0
Mr. Jay Peel's Eaton Boy, 146 lbs. (Mr. Morrison) 0

A poor start, of which Swallow and Viola had the advantage and Flyford and Eaton Boy the disadvantage. When the winning post was passed for the first time Swallow was leading by a length from Viola, and by two lengths from Smokebox. Swallow improved its lead considerably, but both Smokebox and Viola were rushed after it, and on the incline they were running almost together. Viola led for a while in the bend and was again displaced by Swallow. The race down the straight saw Viola, on the outside, finishing extremely well, a popular winner from Smokebox by half-length. Swallow was hemmed in near the rails and could not finish better than third.

Time: 2min., 20.2-secs.
Winner: \$9.50 Ticket No.
1, 5.20 125, \$1,017.10
2, 5.30 160, 290.80
3, 5.50 81, 145.30

HANDICAP. One and a quarter mile race.

Mr. Doyle's Rochester, 155 lbs. (Mr. Doyle) 1
Mr. Job Peel's Alexander, 157 lbs. (Mr. Sedgwick) 2
Mr. St. George's Gentle Cat, 146 lbs. (Mr. Kremer) 3
Mr. Dynasty's Vivat, 155 lbs. (Mr. Sutton) 0
Mr. Staves' Mountain Ford, 146 lbs. (Mr. Knoll) 0

A fair start. Vivat got away best and was leading past the winning-post for the first time, with Alexander a length behind and Gentle Cat and Mountain Ford running abreast in third place. Alexander had overhauled Vivat near the half-mile post, while from the incline to the bend Rochester, which had been kept in the rear, began to forge ahead. In the bend Alexander was leading with Rochester next, Mountain Ford third, and Gentle Cat fourth. Coming into the straight Rochester overtook Alexander. The two ponies raced down in fine style. Alexander, which has always been a poor finisher, was beaten by a neck, in spite of Mr. Sedgwick's efforts. Gentle Cat was a poor third, four lengths behind Alexander.

Time: 2min., 40.4-secs.
Pari-mutuel. Cash Sweep.
Winner: \$48.70 Ticket No.
1, 27.10 232, \$1,231.30
2, 8.50 237, 251.80
3, 4.50 241, 175.90

HONGKONG DEFENCE CORPS.

The Quarterly Mess Meeting will be held in the Serpents' Mess at Defence Corps Headquarters at 6 p.m. on Monday, 28th instant.
The following will be the Committee for the Quarter ending 30.6.19:—
C.S.M. Bradbury, B. W.
Sergt. McFutcheon, J. M.
Sergt. Banerman, G. H. M.

HONGKONG WEDDING.

THOMSON-MAIN.

At St. John's Cathedral, on Saturday afternoon, Mr. Fraser Syme Thomson, son of the late Mr. George Syme Thomson and of Mrs. Syme Thomson, of Yokohama, led to the altar Miss Gracie Lillias Main, daughter of the late Mr. E. T. Main and of Mrs. Main, of Hongkong.

The church was chastely decorated for the occasion with arum lilies, pot-palms, ferns, etc., while a large gathering, testifying to the popularity of the contracting parties, was present.

The Rev. V. H. Copley, Doyle officiated at the ceremony.
The bride, who was given away by the Hon. Mr. P. H. Holyoak, was gown in a charming creation of silver brocade and blonde lace, trimmed with orange blossoms. She wore the conventional tulle veil with silver snood trimmings, and carried a sheaf of lilies.

The Misses Joyce and Dorothy Holyoak and the Misses Anne and Diana Dowdell attended the bride. They were dressed in hyacinth blue georgette and mirror velvet, and wore blue veils trimmed with silver snoods. They carried bouquets of hydrangea posies. Mr. B. L. Williams acted as best man.

As the bride arrived in church, Mr. J. W. White, at the organ, played the wedding march from "Lohengrin." The service was fully choral, the hymns "Through all the changing scenes of life," and "Lead us, Heavenly Father, Lead us" being sung. When the newly-married couple emerged from the vestry after signing the register, they were greeted with the familiar strains of Mendelssohn's "Wedding march." As they left the sacred edifice, they passed under an archway of axes formed by the bridegroom's fellow-members of the Volunteer Fire Brigade.

A reception followed at the Hongkong Hotel, and was attended by over 500 guests amongst whom were: Mrs. Syme Thomson (of Yokohama), Mrs. Main, H.E. the Officer Administering the Government, the Hon. Mr. P. H. Holyoak and Mrs. Holyoak, the Hon. Mr. C. G. Alabaster and Mrs. Alabaster, the Hon. Mr. S. H. Dodwell and Mrs. Dodwell, the Hon. Mr. W. Chatham and Mrs. Chatham, Mr. and Mrs. N. J. Stabb, Mrs. E. D. C. Wolfe, Major and Mrs. Armstrong, Mrs. R. M. Dyer, Major and Mrs. D. Macdonald, Mr. and Mrs. W. Humphreys, Mr. and Mrs. Bradley, Mr. and Mrs. G. Grimble and Mrs. G. Grimble, Mr. P. E. J. Woodhouse, D.S.P., Mr. T. H. King, A.S.P., and Mrs. King, Mr. and Mrs. A. C. Coppin, Mr. and Mrs. A. Ritchie, Mr. and Mrs. R. P. Thursfield, Mr. and Mrs. P. S. Cassidy, Mr. and Mrs. Scott Harrison, Mr. and Mrs. D. K. Moss, Mr. and Mrs. G. Nightingale, Mr. and Mrs. Morton Smith, Dr. and Mrs. E. Jones, Mr. and Mrs. A. A. Claxton, Capt. and Mrs. Macaulay, Mrs. F. B. L. Bowley, Mr. and Mrs. H. Hancock, Mr. and Mrs. Parker-Ross, Mr. E. F. Mattingley, Miss Skinner, Miss Jack, Miss Rodgers, Mr. and Mrs. E. M. Grimes, Mr. and Mrs. J. S. Harrington, Mr. and Mrs. P. R. Wolf, Mr. and Mrs. Morrison, Miss F. Bunje, Mr. E. W. Roberts, Miss Pitt, Mr. R. E. O. Bird, and Mr. J. W. Frank.

The Hon. Mr. Claud Severn proposed the health of the bride and bridegroom, to which Mr. Syme Thomson responded. The Hon. Mr. S. H. Dodwell gave the toast of the bridesmaids on whose behalf the best man replied.

Mr. and Mrs. Syme Thomson, who were the recipients of numerous costly presents, left in the evening amidst a shower of rice and confetti and the good wishes of their friends, for their honeymoon, which will be spent in Shanghai and in Baguio. The bride's going-away costume was of white crepe-de-chine, trimmed with beads, and her hat was of black tulle.

TRADE REPORT.

EXPORTS.

RICE.—Reliable information, cabled from Rangoon on the Indian rice situation is to the effect that the British control of rice grown in Rangoon is very strict, owing to the conditions prevailing throughout India. The total crop available for export from Rangoon is estimated at 2,000,000 tons, of which amount it is estimated that 800,000 tons are required for India, 800,000 tons for the Straits Settlements, and 400,000 tons for Europe. Our market closed strong at \$9.50 for Siam Garden, \$9.20 for Siam Straight, \$8.50 for Siam Usual, \$9.30 for Saigon Round, \$9.10 for Siam Long.

PEANUTS.—Some inquiries have been received lately from abroad, and prices have advanced as follows:—20/32 count at \$13 per picul, 22/34 count at \$13.25, 24/36 count at \$13.90, 26/38 count at \$14.70 per picul.
PEANUT OIL.—Large orders were placed in Shanghai and Japan from America, but only lately some "nibbling" has been done there. This decline in the local trade may be attributed to the primitive methods of Chinese crushers and the use of unclean containers for oil. However, some sampling showed good results, due to sound nuts being used. We make the closing rates:—No. 1 at \$23.50 per picul, and No. 2, fifty cents cheaper.

CASSIA.—Saigon 3/6/10 assortment is still wanted at \$43.50.
CASSIA OIL.—75/50 per cent. at \$200, and 20/85 per cent. at \$240.
ANISSE OIL.—15 degrees at \$155.
TEA OIL.—Buyers will not pay more than \$17.75.

WOOD OIL.—The latest quotation is \$20.

TIN.—99 per cent. at \$97, 98 per cent. at \$96, 96 per cent. at \$91—nominal.
LARD.—Suppliers dare not sell even at \$36 for July shipment. More inquiries are to be heard from Europe, but remain unsatisfied.
GALVANIZED.—\$40, nominal.
STEEL ANTISEPTIC.—\$25.25, nominal.
HIDES.—Cows, 8 1/2 lbs. at \$97, and buffalo, 18/40 lbs. at \$96—nominal.

INTIMATION

INTIMATION



WATSON & CO

WATSON'S

ICE CREAM

SODA

makes

[illegible]

A Delightfully
Refreshing

and

Cooling | Summer

Drink.

h. M. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116.

**A. S. WATSON &
CO., LTD.,
STERILIZED WATER MANUFACTURERS**

TEL. 436.

DEATHS

BRyson.—At Singapore, on April 18th,
Capt. THOMAS LEE BRYSON, C.L.C.,
fourth son of the Rev. T. BRYSON of

Tientsin, aged 30.
Houghton.—At Peking, on April 15th,
Edwin Wells Houghton, eldest son
of Dr. and Mrs. H. S. Houghton,
aged twelve years.

LONGGONG OFFICE: 10A, DINE VOUT ROAD, C.
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 28TH, 1913.

THE PRESS AND ITS PORTION

There is one respect in which public opinion in this Colony compare unfavourably with those at Home and that is in

their resentment of anything approaching
 severe criticism. The reason for this is
 far to seek. Hongkong is so small
 that we are very much like a family
 unit, and any one member is inclined
 to regard as presumption any attempt
 on the part of another to pick a hole in
 his coat. This explains the indignation
 which has flared up on four different
 occasions, during the past month as the
 result of statements appearing in the
 press. To the Hon. Mr. D. LANDALE's
 objections upon local journalists because
 they ventured to plead that some con-
 sideration be shown to "the man in the
 street" as well as to "the god in the car"
 alluded at the time. Next
 to the protest uttered by H.E. THE
 GOVERNMENT. The GOVERNMENT.
 was couched in such general
 terms that we can only hazard a guess
 as to the grievance in this case.
 We probably not far wrong, however,
 in assuming that H.E. was objecting to the
 expression by a contemporary that
 the recommendations of the Civil
 Service Salaries Commission were ratified
 by the Secretary of State a little more
 than would be infused into the Service.
 It is not for us either to endorse or
 to dissent, that remark, for the news-
 papers of this Colony are not yet con-
 sidered by a Trust, but can anyone
 doubt Mr. LLOYD GEORGE, in similar
 circumstances, rising in his place in the
 House of Commons to launch a diatribe

Letters to Mr. Couling for his *Encyclopedia Sinica* recently published by The Oxford University Press (and Kelly & Walsh, Limited). This price has already

At St. Andrew's Church, Kowloon, on Saturday afternoon, Mr. George Banker, formerly of Messrs. Banker & Co., was married to Miss Mansfield (Maiese) Thorburn, second daughter of the late Mr. J. D. Thorburn, of Shanghai. The Bishop of Victoria, assisted by the Rev. J. S. Harrington, conducted the ceremony. The bride was given away by her brother, and Mr. G. N. Manley discharged the duties of best man. The wedding was of a very quiet nature, and was followed by a reception; attended only by the most intimate friends of the parties, at the residence of Mr. S. E. Green. The honeymoon will be spent in Macao.

The following new Justices of the Peace

Mr. E. J. Chapman.
Mr. A. E. Crappell.
Mr. J. L. Crockett.
Mr. E. Evan Jones.
Mr. J. W. Franka.
Mr. W. M. Humphreys.
Mr. Kwok Siu-lau.
Mr. W. L. Leask.
Mr. A. Ritchie.
Mr. C. L. C. Sanders.
Mr. H. C. Sandford.
Dr. J. T. Smalley.
Mr. Sum Pak-ming.
Mr. A. E. Wright.

CANTON, April 27th

The iron-ore market has been very dull since the conclusion of the European war. Transportation has been almost suspended, the price of the ore has decreased to lowest rate, with the result that some have suffered heavy losses.

...ARY AFFAIRS.
The Tuchun has sent certain reliable
...ers to inquire into the dispute be-
... Tat Hing, the Military Super-
...ndent of Waichow, and Li Fook Lam,
...efence Commissioner of Canton,
... the forces in the East River District
... regarded as robbers. Lan's troops are
... Kwangsi and Li's are from Kwang-
... and serious trouble is expected of
...tter is not adjusted.
ON PARCEL POST.

The Treasury has proposed to establish a special bureau to take charge of tax on parcels post. The Postmaster-General has consulted.

PS. AND THE PARLIAMENT.

With regard to the discussions at the special conference relating to the tax on one of the two Parliaments, the Canton have requested the envoys to persist in their demand for the maintenance of the Canton Parliament. The envoys have been informed that the demand for the maintenance of the Canton Parliament is refused, and the decisions of the Shanghai Conference will be regarded as invalid.

CABLES.

(THROUGH REUTER'S AGENCY.)

THE PEACE TERMS.

GERMAN PRESS COMMENTS.

BERLIN, April 26th.

The newspapers are agitated on the subject of the peace terms, and discuss the possibility of the National Assembly submitting them to a plebiscite.

The *Tageblatt* says: "If the terms be irreconcilable with President Wilson's Fourteen points, counter-proposals must be made. If the *Entente* refuses to negotiate, and demands our submission, we must refuse to sign."

Vorwerts says: "It is unthinkable that an international conflict can be ended without negotiation."

The *Local Anzeiger* says: "The *Entente* Note does not exclude negotiation. The *Tägliche Rundschau* urges the nation to be firm, and insist on negotiation."

The *Tages Zeitung*, the *Kreuz Zeitung*, and *Germania* talk in a heroic vein about refusing to sign.

THE GERMAN DELEGATES TO VERSAILLES.

PARIS, April 26th.

Replying to the German Press Bureau *communiqué*, regarding the Government's notification that they would be sending representatives to Versailles, the Council of Four replied that representatives who were merely messengers could not be received. The German Government must appoint representatives with the same powers as those possessed by the Allied plenipotentiaries.

THE SITUATION IN CENTRAL EUROPE.

A RECRUDESCENCE OF RIOTING.

LONDON, April 26th.

A telegram from Vienna reports that the unemployed are rioting. Firing occurred between the rioters and police. Parliament building was, subsequently, set on fire in several places. The flames were extinguished by nightfall, and order restored.

COUNT CZERNIN DENIES HIS FLIGHT AND ARREST.

COPENHAGEN, April 21st.

A message from Vienna states that Count Czernin denied the report of his flight and subsequent arrest.

PRESIDENT WILSON.

ARRIVAL OF THE "GEORGE WASHINGTON."

BREAST, April 21st.

The liner *George Washington* has arrived.

THE TRANS-ATLANTIC FLIGHT.

FAVOURABLE CONDITIONS PREVAILING.

ST. JOHN (NEWFOUNDLAND), April 26th.

At eight this morning, it turned out to be a very promising day for flight. If mid-ocean conditions be favourable the airman hope to start in the afternoon.

FLIGHT POSTPONED.

The airman are not starting to-day, owing to mid-ocean storms.

FRENCH LABOUR.

EIGHT-HOUR WORKING DAY LAW PASSED.

PARIS, April 19th.

A Havas message states:—A law establishing an eight-hour working day has been passed by the Chamber of Deputies, and, in consequence, May Day demonstrations will have quite a holiday character.

PUNISHMENT OF THE GUILTY

CENTRAL POWERS' CRIMES AGAINST WOMEN.

PARIS, April 19th.

A Havas message states:—Five millions of American women joined French women in protesting against the outrageous crimes committed against women by the armies of the Central Powers, and demanding the punishment of the guilty.

FAR EASTERN CABLE NEWS.

(FROM OUR OWN CORRESPONDENT.)

DEATH.

PEKING, April 25th.

It is reported that Jene Tien-yu died yesterday of heart failure.

THE HUKUANG RAILWAY PROJECT.

The Ministry of Communications has informed the Legations that the privileges of the Germans in connection with the Hukuang Railway Loan Agreement were cancelled on the declaration of war. The payment of principal and interest on the German bonds and advance has ceased. They will be reckoned as security for the indemnity due to China for losses suffered owing to the war.

It is hoped that Great Britain, France and America will co-operate to the utmost of their ability to build the Hukuang lines. It must be stipulated, however, that the operations be limited to Great Britain, France and America. The German interest must not be revised after the conclusion of peace.

(THROUGH REUTER'S AGENCY.)

GERMANS DEPARTED FROM CHINA.

MARSEILLES, April 21st.

The steamers *Novara*, *Nore* and *Atrius* with 1,800 Germans departed from China aboard in charge of a British naval detachment, have arrived here, the *Novara* bringing the staffs of the German college at Shanghai and of the Deutsche-Asiatische Bank.

A number of merchants, consular officials, and missionaries, also, have been brought into port to disembark. Two Chinese officials are in charge of the repatriation arrangements.

The *Nore* will come into harbour to-morrow, while the *Atrius* will continue her voyage.

THE KIAO-CHAU QUESTION.

PARIS, April 25th.

President Wilson, Mr. Lloyd George and M. Clemenceau to-day discussed the Kiao-chau question, which the Japanese insist must be solved before the German delegates arrive at Versailles. The discussion did not result in a definite decision of the problem.

A thorough examination of the question has been confided to a few experts, who are expected to submit a compromise proposal very shortly.

SIR DAVID BEATTY.

TO VISIT FRANCE.

PARIS, April 19th.

A Havas message states:—Admiral Sir David Beatty is expected to visit Cherbourg and Brest. He has sent a message to the effect that he is proud of coming into contact again with the glorious French army. There is ample proof of the brotherhood existing between the English and French armies and navies.

THE SITUATION IN EGYPT.

FORMATION OF NATIONAL POLICE CORPS FORBIDDEN.

CAIRO, April 18th.

The authorities announce that anyone found wearing badges of the Association of National Police, formed under the leadership of a Deputy, ostensibly to preserve order, will be arrested, as the formation of such a corps has been forbidden.

CAIRO QUIET.

CAIRO, April 18th.

A *communiqué* states that a number of arms have been seized at several villages and in the neighbourhood of Drut. Persons implicated in the disturbances near Cairo, on April 17th, have been arrested. Cairo is quiet. There have been no new casualties during the last three days.

A SHIPPING DISASTER.

JAPANESE LINER DAMAGED BY FIRE.

PARIS, April 19th.

A Havas message states:—The Japanese liner *Shamoo Maru* has been much damaged by fire, in the port of Marseilles. There have been no casualties.

THE SILVER MARKET.

RISE IN SHANGHAI EXCHANGE.

LONDON, April 19th.

Messrs. Samuel Montagu's report states that, owing to the steadiness of the American exchange, the quotation has remained unaltered during the week. The Shanghai exchange has risen to 4s. 1d. per taal.

CORRESPONDENCE.

TRAFFIC REGULATIONS.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—With reference to the recent case against a Mr. Remedios and your leader thereon, permit me the use of your columns for a few remarks on this traffic question.

As a Reservist who has made an endeavour to regulate traffic for the past four years, perhaps my experience may help towards a proper consideration of this vexed question.

Let us first take, in order of speed, the different kinds of traffic to be found in our streets:—

- (1.) Motor-cars and motor-cycles.
- (2.) Bicycles.
- (3.) Trams.
- (4.) Rickshas.
- (5.) Scooters.
- (6.) Skaters.
- (7.) Trucks.
- (8.) Chair-bearers.
- (9.) Coolies carrying burdens.
- (10.) Pedestrians.
- (11.) Wearing large bamboo hats.
- (12.) Carrying bamboo poles.
- (13.) Carrying hand-baskets, bundles, etc.
- (14.) Unburdened.

Of the above numbers 1 to 9 are, or should be, confined to the use of the roads, while No. 10, only (d) should use the footpaths.

Unfortunately, in a great number of our streets there are no footpaths, so that the whole of the traffic from Nos. 1 to 10 (excepting, perhaps, No. 3) to make matters worse, these streets are, as a rule, the narrowest in the Colony.

Taking the street traffic first:—The slowest should use the side of the street closest to the kerb, and the others, in order of speed, should move outside or nearer the middle. That would give (approximately) the following order of progression:—

- (1.) Nearest the kerb—Laden coolies.
- (2.) Chair-bearers.
- (3.) Trucks.
- (4.) Skaters.
- (5.) Scooters.
- (6.) Rickshas.
- (7.) Bicycles.
- (8.) Motor-cars and motor-cycles.

Theoretically this is the ideal traffic. But inasmuch as the tram-standards form the division of the road in the middle, and the trams run on fixed rails, Nos. 8 and 9 have to use the tram track—not from choice, but of necessity.

Practically speaking, the whole of the above street traffic is confined to Chinese. For many generations the Chinese, perforce, have had to walk in "Indian file" in their own country, owing to the paddy-fields being intersected by paths which cannot accommodate two abreast. This also applies to the majority of their highways in the country. Of course, in towns and cities of any size the streets are wider.

When these people come to Hongkong to earn a living they find themselves suddenly in the enjoyment of wide roads, over which they soon learn to wander at random—not in "Indian file," as was their custom at home, but in bunches of as many abreast, as the width of the road will permit—giving never a thought to the existence of such a thing as a "rule of the road." In other words, as was mentioned in a recent case, "they have no traffic sense."

I was travelling on a tram-car one day and an old small-footed Chinese woman was calmly footing it between the rails, the while the driver was banging away at his bell without effect. Bringing his car to a standstill, he leaned out and shouted to the woman to know if she wished to be killed. The old man replied very testily: "Why should I get out of your way? Am I not allowed to use the road as well as you? If you be in such a hurry pass around me!"

While I believe it is quite illegal to compel pedestrians to walk on the paths, with Chinese to endeavour to persuade them to do so, not by force, but by asking them to prefer to the footpaths to the danger of their lives and limbs from motor-cars, rickshas, etc. Some grin and obey, while others take no notice, or, if they obey, step off into the road again as soon as one's back is turned. Any caught doing this were asked if they deemed life too long that they needlessly risked it amongst the traffic, while comparative safety would be found on the footpath. This usually had the desired effect.

Recently I have seen Indian constables trying to keep the Chinese to the paths. In most cases their requests are ignored, and for this I think the Indians are alone to be blamed, because, even while they are too fond of "skylarking" and chatting familiarly with the coolies, thereby losing their authority. The Chinese is the first one to take advantage of the old adage: "Familiarity breeds contempt." This applies with even greater force to the Chinese constables. The "sarin" (as all European constables are termed by the Chinese) are held in wholesome respect.

If the Hon. the C.S.P. would instruct his subordinates to caution members of the Indian and Chinese forces against this familiarity, whilst on duty, it would ensure greater respect for their authority. Government should legislate against juveniles using scooters and roller-skates in certain streets where traffic is congested. I have seen some "narrow escapes" by Chinese youths "scooting" in that portion of Queen's Road which lies between Wyndham and Pottinger Streets. And I have seen these youths "scooting" down Wyndham Street itself.

The speed of motor-cars and motor-cycles within City bounds, should, and must be, limited to not more than fifteen miles

per hour, and outside the City's boundaries notices should be hung up (as is done in America on all rural roads) somewhat after this style:—

- "Speed limit 15 miles"
- "Speed limit 25 miles"

According to what may be deemed a safe limit on the stretch of road so restricted.

Some motorists are under the impression that they have the "right of way" over all traffic, and expect overtaken traffic to "sheer off" so that they may pass without slackening speed instead of (as they should) slowing down themselves and awaiting a favourable opportunity to pass such slower traffic on the right-hand side. A clause in motor drivers' licenses should make this point abundantly clear to "read-bogs."

An alteration seems necessary in the rule which permits motor-cars passing trams on the left-hand side. From personal observation I am of opinion that this is more dangerous than requiring cars to observe the correct rule of the road on all occasions, viz., passing trams on the right instead of the left side. It may mean a little delay to the motorist, but better that than that passengers alighting from trams should be scared out of their wits by the appearance in their midst of an overtaking motor-car, the speed of which has not been sufficiently checked to avoid collisions with passengers. I have witnessed many of these narrow shaves from the observance of this exception to the rule of the road.

As very few of the coolies, men and women, hardly know their right from their left, great patience and time are necessary to explain this rule of "keep to the left." And to have any effect, the Police must not relax the enforcement of the traffic regulations, because the Chinese are naturally "passive resistors" and, as soon as any relaxation takes place, they immediately resume the old practice of wandering all over the place.

As to European and foreigners generally, there is no excuse if they fail to set an example to the Chinese in this matter.

It will mean extra and arduous work for the Police, and the tuition will have to be diligently and persistently carried out over a long period before success will be attained. There is no doubt that a very great improvement in traffic conditions will result if the Police will keep their shoulders to the wheel.—Yours faithfully,

AN OLD RESIDENT.

Hongkong, April 25th.

STAINER'S ORATORIO.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—It was amusing to read the notes by "Enharmonic" in last night's *Telegraph*. The suggestion, almost certain to occur to a reader, was either that the writer was piqued, possibly because his self-suggested musical knowledge was over-looked when the training of a Good Friday for the work rendered derogation, or else that he is completely ignorant of the difficulties attending an amateur musical performance in Hongkong.

Yours faithfully,

YON ET PRATEREA NIHIL.

P.S.—By the bye, are harmonics limited to thirds?

[This letter should have been addressed to *Telegraph*. Many of our readers, like ourselves, may not have seen the article referred to.—Ed., A.D.P.]

Hongkong, April 25th, 1919.

THE JESUITS.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—I read with interest the reply given me by "Critic." First, I wish him to understand that I was not at all personal in my previous letter; I was only criticising his "logic." Once we take it upon us to write for the public we must not be too thin-skinned.

Now for the argument. His admission that the Jesuit Society still existed in Russia after the "Brief" of Clement XIV. tends to render his case worse; he is admitting that this Society is a rebel one. I do not in the least care how the Pope starts in "Brief" or how the Pope starts in "Brief." His words do not alter their quality as an order from the Head of the Church. The next that I hear from "Critic," probably may be that the difference in the parchments used has also a quantitative importance.

The Portuguese politicians, in driving away the Jesuits from Portugal, were not suppressing the Catholic religion. Other religious bodies are still tolerated, and churches are left to stand. I suppose "Critic" attended the procession of the Cross at Macao this year.

"Critic" has submitted his case to the public tribunal; then why does he wish now to withdraw to a private meeting? Let us fight out the case before the public. We have always means at our disposal. I do not wish to know who he is, and, though religious arguments pattern me, I will meet him, if he so wishes, but before the "public tribunal."—Yours, etc.,

JOHN KESTREL.

Hongkong, April 25th, 1919.

PEKING NOTES.

(FROM OUR OWN CORRESPONDENT.)

PEKING, April 16th.

The internal situation has undoubtedly been improved by the resumption of the Peace Conference at Shanghai. All debatable questions have already been discussed informally, and it is believed that an understanding has been reached on all excepting, perhaps, that of Parliament, which still presents difficulties. These difficulties, however, need not exist if both sides are prepared to make sacrifices. "Rice-bowl" considerations should not be permitted to enter into the settlement of this question. Both Parliaments are unquestionably illegal, and both, therefore, should be dissolved. Each should complete the draft of the Constitution upon which it is engaged, and after dissolution, these might be deliberated upon by a mutually elected assembly convened for the purpose and invested with authority to give legal sanction to its decision. Compromise must be the feature of any settlement that is to be arrived at. This may be attained by secret sessions which certain delegates advocate in order that they may be immune from the external extremist influences, which undoubtedly retard a satisfactory conclusion. The Government plans for the reorganisation of the country are liberal and enlightened; though in some respects their practicability may be questioned. Disbandment proposals seem very practical, leading as they do to the reduction of the Army to a minimum and the creation of a police force. Economic development, however, seems very much in the air, but expert foreign advice may assist the Government to plan national reorganisation on sound lines.

Agreements are filling the columns of the daily papers again, and the public are being enlightened regarding several transactions which were viewed with suspicion because of the secrecy with which they were conducted. Perhaps the most interesting of the series is the Japanese wireless agreement under which the Chinese Government assigned control of an important service to the Japanese for a period of thirty years. Such a condition compares unfavourably with the liberal terms of the two Marconi wireless agreements, which are valuable because they wrecked Japanese ambitions in the matter of a monopoly.

Mr. W. R. Giles, the correspondent of the *Peking and Tientsin Times*, is the latest addition to the number of men who can describe reports of their death as "grossly exaggerated." The news was circulated on Monday that he had been in hospital in Seoul, whether he has gone there or not, is not known. He is suffering from double pneumonia and pleurisy, and no one doubts it as his condition was indeed serious, but it was deemed advisable to withhold or cancel the obituary notices which had been written, and, in some cases, published. Two days of uncertainty followed during which the rumours spread. Fortunately, the Japanese Legation came to the rescue and secured telegraphic information that Mr. Giles was progressing satisfactorily and would be able to leave hospital in a day or two.

Very pretty silver miniature, battleaxes, blue lacquered and gilded, have been distributed to those who received invitations to the ceremony of inaugurating the erection of the monument to celebrate the victory of Right over Might. Needless to say, recipients are delighted, and those not remembered are anxious to jog official memories.

THE ARMS CONTRACT.

There was much amusement in diplomatic circles when it became known that the Japanese Minister had protested to the American Minister against the supply of five million high caliber cartridges and 30 bolt gun-barrels to the Tachun of Hunan. Mr. Otsu pointing out that this was not in accord with the Allied understanding that munitions were not to be furnished to the Chinese Government until the internal strife was ended. The Japanese Minister was made to understand that the transaction in question was a private one between the American firm and the Tachun, and his memory was assisted to recollect that six months ago, when the other Ministers wished the import of arms into China to be embargoed, the Japanese Legation disapproved for the reason that as Japan was the only country in a position to import arms to a disposed action was tantamount to a disposition against Japan. When it was realised that America, the Japanese and Government performed a *volte face* and agreed in time to the suggested embargo. Had it not been for Japan's sudden acquisition of righteousness the foregoing facts might not have had the publicity which is now being given to them.

ANGLO-CHINESE FRIENDSHIP.

On Wednesday night members of the Anglo-Chinese Friendship Association met in the Waichaiopu, where they dined together and had their annual meeting under the presidency of Mr. Wang Tachun, former Minister to London. Admiral Tsai Ting-kang gave a racy account of the deportation of Germans, his flashes of humour being most enjoyable. Following the business meeting came an exhibition of Chinese swordsmanship and boxing. The latter proved most interesting, as Mr. S. E. Lucas demonstrated that Chinese boxing was a system of fighting which included wrestling.

The British and American Ministers, accompanied by Mr. J. J. Abbott, have gone to Taiyuanfu to see the great athletic meeting in that city.

Mr. David Fraser, the *Times* Peking correspondent, has returned after a lengthy stay in Siberia for his journal. The *International Press Club* held a successful reception on Tuesday afternoon for the benefit of those Chinese journalists who have not yet joined the Club.

(Continued at foot of next column.)

DINNER TO MR. JOHNSTONE.

CHINESE APPRECIATION.

A farewell dinner was given in Mr. Pan Ching-poo's residence, Rue Baron Gros, Shanghai, on April 26th, in honour of Mr. John Johnstone, head of Messrs. Jardine-Matheson & Co., Ltd., and Chairman of the British Chamber of Commerce, who is shortly leaving for Hongkong, by the Committee and members of the Chinese General Chamber of Commerce, Shanghai.

Mr. Chang Nieh-gun, on behalf of Mr. Chu Pao-san and the other joint hosts, said, *inter alia*:—Mr. Johnstone has been the head of a prominent and one of the premier British firms in Shanghai and China, and he has occupied the post with ability and distinction. He has shown courtesy in his dealings with Chinese merchants and those of us who have had business connexion with him can testify to that fact. He tries to meet Chinese views and has made friends with many Chinese merchants. Mr. Johnstone is generally known to be a man of action, and of few words, but the few words carry with them a great deal of effect and weight. I remember that at a recent committee meeting for the United Work Funds Campaign it was suggested, and unanimously agreed, that Mr. Johnstone would be the best man to be assigned as a public meeting for the campaign as he would move the audience with his forceful speech. Mr. Johnstone has been a prominent member of the International Recreation Club and in his departure he will be greatly missed by his foreign and Chinese fellow sportsmen. As the first Chairman of the British Chamber of Commerce, Mr. Johnstone has used his influence to promote friendly relations between the Chamber and the Chinese Chamber of Commerce and all members with pleasant recollections of the banquet given by the former to the Chinese Chamber. Another reason why we regret Mr. Johnstone's departure is that he has been unanimously elected Chairman of the proposed Union Club of British, American and Chinese, and will be unable to work out and see the scheme carried through. We would see his departure postponed for say, six months, in order that we might be guided by his friendly advice and counsel, but it is destined otherwise, and he will carry away with him our sincere regrets and good wishes.

Mr. Chu Pao-san presented Mr. Johnstone with a souvenir in the form of a silver cup on which is inscribed "As a token of appreciation for his courtesy and friendship as first Chairman of the British Chamber of Commerce. Presented by the Chinese General Chamber of Commerce, Shanghai."

Mr. Johnstone expressed great regrets at leaving Shanghai, saying he had made many friends. He said that in trying to understand the Chinese and meeting them half-way he was trying to follow the principle that was laid down in 1834 by Dr. William Jardine, the founder of the firm. He quoted letters written in 1834 by some Chinese hong merchants in Canton to Dr. Jardine, asking the latter to intercede with Lord Napier for the merchants, and said that that showed that the Chinese had a friend in Dr. Jardine then. Mr. Johnstone assured the hosts that he would be succeeded by Mr. Brooks Smith, who would, he was sure, continue the same policy, and that Jardine, Matheson & Co. would always assist the Chinese to their utmost. He thanked the Chinese Chamber for their gift, which he would treasure as a reminder.

Mr. Brooks Smith, the only other European guest, said that in his experience of over 20 years he had always found the Chinese reasonable, willing to give and take, and that there was a great future for China and all she needed was to have foreign expert assistance and advice. As Japan did over 50 years ago, that China wanted a government beyond reproach and foreign tutelage, and there was gold in store for merchants who would push matters. The speaker said that he was like a baby trying to lead an old man into the new ways of the world; and that he believed the seven fat years in Mr. Pan's house had been already begun now that peace has been declared in Europe and would be arranged between the North and South in China.

QUESTION AND ANSWER.

EXPEDITIOUS DISPATCH OF GOVERNMENTAL MATTERS.

The Hon. Mr. C. G. Alabaster, O.B.E., gave notice to the Legislative Council on April 15th, of the following question:—Will the Government repair and restore the old footpath leading from Broadwood Road to the Victoria School and French Convent School, so that children living in Wong Nai Chung Road and Broadwood Road can go to the main road?

The Government replied as follows:—The Government had its attention drawn to the matter in February. The work was put in hand on March 15th and it will be completed by Monday, April 28th.

President Hsu Shih-chang has consented to become patron of the International Anti-Opium Association.

FURNISHING THE GERMANS.

Germany is to be deprived of her interest in the Four Power Loan agreement of 1911 with the Chinese Government for the construction of the Hankow-Szechwan Railway. In response to the representations of the British, American and French Ministers, the Cabinet has agreed to the withdrawal of Germany from this Quadruple Group, and that German interests be not taken over by any other nation but divided among the three remaining members of the Group. This is only as it should be.

THEATRE ROYAL HONGKONG.

THE HOWITT PHILLIPS Co.

WILL PRESENT

TO-NIGHT

MONDAY, APRIL 29th, AT 8.15 P.M.

HOBACE ANNESLEY VACHELL'S GREAT PLAY

"THE CASE OF LADY CAMBER."

TUESDAY, APRIL 30th. THE THRILLING CANADIAN DRAMA

"TIGER'S CUB."

TIGER'S CUB. DORIS PHILLIPS

WEDNESDAY, APRIL 30th. STANLEY HOUGHTON'S BRILLIANT COMEDY

"THE YOUNGER GENERATION."

THURSDAY, MAY 1st. WALTER HOWARD'S ROMANTIC DRAMA

"THE STORY OF THE ROSARY."

FRIDAY, MAY 2nd. THE SCREAMING LONDON FARCE

"A LITTLE BIT OF FLUFF."

SATURDAY, MAY 3rd. THE FAMOUS THREE-GENERATION PLAY

"MILESTONES."

MONDAY, MAY 5th. BRIEUX'S GREAT WORK ON THE SOCIAL EVIL

"DAMAGED GOODS"

(FOR ADULTS ONLY.)

TUESDAY, MAY 6th. THE GREAT SPY PLAY

"SEVEN DAYS' LEAVE."

BY WALTER HOWARD.

Prices - - - \$3, \$2 & \$1.

Booking now open at MOUTRIE'S.

THE CORONET

TO-NIGHT at 5.15 and 9.15 p.m.

A TRIANGLE TRIUMPH

OLIVE THOMAS

IN

the big Thomas H. Ince production

"MADCAP MADGE"

A comedy of unusual interest that cannot fail to please and amuse

the most depressed and critical

ALSO

FATTY ARBUCKLE & MABEL NORMAND

IN

FATTY AND MABEL ADRIFT

AND

BRITISH GAZETTES NOS. 502-503.

Booking at ROBINSON'S.

PLACE YOUR ORDERS EARLY

for

LANTERNS

for

PEACE CELEBRATIONS.

JAPANESE RED LANTERNS.

DIAMETER

8 inches 11 inches

Per Case of 500 \$35.00 \$50.00

Per 100 7.50 11.00

Per dozen 1.00 1.25

CANDLES, to burn about five hours,

can be supplied at \$2.40 per 100.

PRICES NET—CASH ON DELIVERY.

LANE, CRAWFORD & CO.**LABOUR AND WAGES. DISAFFECTION AND ITS REMEDIES.**

Much was spoken and written during the war of a new spirit in the relations between employers and employed. Associations representative of both sides have been formed, many joint conferences held, and quite a number of well-intentioned schemes framed and launched, having for their purpose the reasoned consideration of causes of industrial disputes in place of the anarchic dislocation of production by strikes. If all the high hopes which waited upon the birth of these schemes had been realised we should indeed have reached the industrial millennium.

Instead of a steady progress along the path of industrial peace, the country has been plunged into a succession of sporadic strikes, which have flamed up in any quarters in defiance of agreements made by the trade unions of which they were members, and with a wanton disregard for the equal rights of their fellow-workers and the convenience of the public.

My own experience is that though the strikes have been widespread, and affected so many industries, they have their origin in the revolutionary action of a small minority rather than in any deep-seated discontent among the general body of workers. If we trace the trouble to its source, the causes are mainly political and not industrial. The circumstances of the moment, with the demobilisation of hundreds of thousands of men from the Army, temporary unemployment resulting from the switch over from war to peace production, with nerves on edge from the severe strain of fifty-one months of war, all combine to make men restive, and prone to rash, irresponsible action. Concession in one quarter has prompted a score of new claims in other quarters, and thus the circle of disturbance has rapidly widened, and grown more menacing in its demands. I believe the great majority of the workers have no real sympathy with the revolutionary phase of the movement, but when a section of their fellow-workers come out on strike they are impelled by a sense of loyalty to stand by them. Thus, what is in itself a good quality becomes a positive danger to the community and also to trade unionism itself.

EDUCATION AND TRAINING.

What are the remedies for anarchic labour conditions, which imperil the whole structure of British trade? First and foremost I would place a sound system of education as a foundation for a more scientific technical knowledge of trade, of commercial principles, and of economic laws. A few of the larger firms, guided by clearness of vision and a keen appreciation of their more permanent interests, have already undertaken this work of commercial and technical education for their own employees. The school at the great electrical works of the British Westinghouse Company at Old Trafford, Manchester, is a model worthy of general application. When the vote was given to the householders in the boroughs—and much has happened since then—a far-seeing statesman said, "We must educate our masters." It is because the nation has failed to educate the whole people properly, has given them that little knowledge which is a dangerous thing, has paid little or no heed to the training on proper scientific lines of young persons in those mentally receptive years between the ages of 14 and 18, that much of the industrial trouble and unrest and tendency to revolutionary action has its source and being. The liberty of those years, even from the bonds of parental restraint, too often degenerates into a license which is as harmful to the individual as it is dangerous to the State. The effective remedy is to use wisely those receptive years when young persons are growing into manhood and womanhood, for imparting to them a fuller and wider knowledge of the scientific principles of their industry, of immutable economic laws of their personal duty and responsibility to the State.

OBSERVANCE OF AGREEMENTS.

Anything like enduring good relations between employers and employed must be based upon mutual respect, a recognition alike of the rights and difficulties of each other, and a mutual understanding that both are alike interested in the prosperity of the trade in which they are engaged. If the employer depends for his income upon profitable production, the workers depend upon the same source for the continuity of their employment and their wages. There must be confidence on both sides in the integrity of the other. That confidence can only rest upon an honourable observance of agreement. If agreements are allowed to be flouted, if the revolt of a minority causes those who have signed the agreements to go back upon them and support the revolting minority in their action, there can be nothing but chaos. The primary remedy is for the trade unions to deal firmly with the revolutionary minority in their own ranks, small in numbers but all powerful for mischief, who are destroying the power and influence of the trade unions, and making collective bargaining a farce. The future of the trade unions depends upon their capacity to deal with this minority. If they fail their value is seriously crippled, and their own existence jeopardised. Thus I place high among the remedies for industrial unrest a rigid observance of the so-called principle that majorities must rule, and a stern refusal to permit the union or its members to be used by irresponsible outsiders for merely political purposes. If these rules are followed there is confidence in the good sense of the majority, and strengthening power of the workers to proceed along lines of evolution and not of revolution.

men who have endured so much and made so many sacrifices during the war will not scuttle the ship now that it is in sight of port, if only their leaders have the courage to face the position, and act firmly in controlling and suppressing the wrecking tactics of the small minority who are obsessed with the notion of the "class war."

CRAFTSMANSHIP AND MACHINERY.

Then there is the imperative need for a revival of the love of craftsmanship. There are difficulties in the way. In most of our industries the old days of hand labour have gone; the machine has taken its place. In a great engineering workshop an eerie feeling often comes to one that the machine is almost super-human, and the workman is only a slave feeding its voracious power of production. Thus the pride of the old manual worker in the article of utility or beauty which he fashioned with the trained skill of his own hand has gone, and the man employed on repetition work is condemned to follow an occupation which falls by its monotonous routine. I have stood by the speed and regularity with which perfectly fashioned screws have flowed from it in what seemed to be a never-ceasing stream; and then the ugly thought has come of the wearisome monotony of feeding the appetite of the machine with material for screw-making, not for an hour or a day, but for every working day of the year. Is there not some means of relieving the monotony of the worker engaged on repetition work, of giving him the instinct and love of craftsmanship? There seems to be the opportunity in the machine shops of great engineering and other works of uplifting the workers to a higher sense of personal pride in their work.

PROFIT-SHARING.

I am, however, convinced that along with all the other things which will widen the outlook, raise the status, and beget a proper pride in one's work, there must be a community of material interest between employers and employed. Sir Eric Geddes, who speaks with much experience of the railway service, put in a plain the other day for letting the workers know the facts. The employer has his difficulties as well as the workman. Let the workman know the facts by all means—the whole facts, not half-truths; but even when the facts are stated it is essential that the workman should understand their meaning, and realise their significance. If he falls short of this, the telling of the facts may be a poor cause of trouble and prove harmful rather than helpful.

My own opinion is that the best and safest solution of many of the industrial difficulties is a wide extension of the system of profit-sharing, grafted upon, and supplementary to, the existing wage system. It must be a scheme complete in its operation, extending from managers and heads of departments down to the junior office-boy and the youngest apprentice. The workmen must have all those advantages which have come from trade-union effort in the payment of recognised wage-rates, hours of work, and conditions of service. I do not believe any employer with experience of profit-sharing schemes would dream for a moment of trying to lower the economic position of the worker; certainly any attempt, if such were foolishly made, by employers thinking of adopting the system, would be a fatal blunder. The advantages coming from the system must be sought in other directions. It constitutes an ever-strengthening link of material community of interest; it gives the workers a sense of responsibility in the welfare and prosperity of the concern; it gives them the facts with inside knowledge of the difficulties which the management has to meet and overcome. These are substantial advantages in themselves. But there are other and greater advantages. The worker realises that the prosperity of the concern rests upon the individual effort of each employee; that the interest of the firm is his individual interest. Thus production is stimulated, and the heads of departments have the willing help of workers who are in complete co-operation with them in securing the largest output for the combined efforts of the whole administrative and working staff. I admit the system is not applicable to the whole range of our industries. Sir Eric Geddes has mentioned the difficulties of its applicability to the railway system, which is likely to come within the orbit of national ownership; and it is less applicable to essential services, and local governing bodies. But there is a wide range of industries to which the system is applicable, and where its adoption might prove one of the most powerful factors in the promotion of more cordial relations between employers and workers, and remove many of the causes of industrial unrest.

SHARE RESERVED FOR WORKMEN.

It may be pointed out that our limited liability system, which is now so generally the capitalised basis of the largest industrial undertakings, lends itself peculiarly to the profit-sharing, or what might, perhaps, be more aptly called, partnership system of production. It would be a comparatively easy matter in the capitalisation of manufacturing concerns to reserve a fixed proportion of the capital for workmen's shares, which might be paid up in instalments over a period of time as their shares of profits accrued. And as these workmen's shares became exhausted, future extensions of capital might be carried through on similar lines. And as the workmen's share in the capital of the company increased, their own interest in its prosperity would grow, and the concern would gain the strengthening power of co-operation of the workers along lines of evolution and not of revolution.

JAVA-CHINA-JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILIWONG...	JAVA		29th April	JAPAN
TJIKINI...	JAVA	1st May		

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
Yok Building, 1st Floor. Telephone No. 1574.

JAVA-PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All Steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overseas Ports to the United States of America and Canada.

For Particulars of Freight and Passage, apply to the—

JAVA-CHINA-JAPAN LIJN.General Managers,
Yok Building

Telephone No. 1574.

FOR NEW YORK**AMERICAN ASIATIC S.S. CO.****S.S. "SLAVIC PRINCE"**

will be despatched for NEW YORK on Tuesday, April 29th.

For freight and further particulars, apply to—

SHEWAN, TOMES & CO.,

Agents.

Graving Dock and Slipways

SHIPS

Engines

TAIKOO DOCK

HONGKONG.

BOILERS

MOTORS.

Repairs

Engineers and Shipbuilders

The Taikoo Dockyard and Engineering Co. of Hongkong Ltd.

Waterford & Sons, Agents

Telephone 512. Cable "TAIKOODOCK."

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT

TICKETS SUPPLIED to ALL PARTS of the WORLD at Reduced Rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at Lowest Rates.

Cook's "FAR EASTERN TRAVELLERS' GAZETTE", containing full particulars of all routes to all parts of the World, will be forwarded free on application.

Telegraphic address "COUPON." THOS. COOK & SON

Hongkong Hotel Building, Market at Pender Street.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Cable Office—YUGATE CIRCUS LONDON, E.C.

SHIPPING NEWS

ARRIVALS.

April 25th.
Shansi, British str., 1,223 tons, Capt. McCulloch, from Manila, with a general cargo.—B. & S.
Tean, British str., 1,351 tons, Captain Scott, from Shanghai, which port she left on April 23rd, with a general cargo.

April 26th.
Chenah, British str., 1,256 tons, Capt. Laver, from Canton, with a general cargo.—B. & S.
Chingchow, British str., 1,195 tons, Capt. James Doyle, from Wuhu, which port she left on April 20th, with a cargo of rice.—Shewan, Tomes & Co.
Nishiyama, Japanese str., Capt. Nishiyama, from Bombay, which port she left on April 25th, with a general cargo.—N.Y.K.
Suntak, Portuguese str., 1,145 tons, Capt. Caneiro, from Macao, which port she left on April 27th, with a general cargo.

April 27th.
Tahiti, British str., 4,053 tons, Capt. McKenzie, from San Pedro, with a cargo of case oil.—Standard Oil Co.
Tobias, 1,619 tons, Capt. H. J. Higgins, from Bombay, which port she left on April 24th, with a general cargo.—P. & O.
Tokushima Maru, Japanese str., 5,943 tons, Capt. Hirata, from Singapore, which port she left on April 20th, with a general cargo.—N.Y.K.
W. F. Burrage, American motor schooner, 1,258 tons, Capt. A. J. Nielsen, from Shanghai, which port she left on April 18th, with a general cargo.—P. & O.

April 27th.
Nisina Maru, Japanese str., 681 tons, Capt. Kato, from Keelung, which port she left on April 25th, with a cargo of coal.—Fukukawa & Co.
Pheunpenh, British str., 1,063 tons, Capt. De la Sala, from Saigon, which port she left on April 12th, with a cargo of rice.
Suntara Maru, Japanese str., 1,256 tons, Capt. Sone, from Karatsu, which port she left on April 22nd, with a cargo of coal.—Suzuki & Co.
Tientsin, British str., 1,597 tons, Captain Hope, from Canton, which port she left on April 27th, with a general cargo.—B. & S.
Wing Hung, British str., 1,517 tons, Capt. Christie, from Canton, which port she left on April 28th, with a general cargo.—J. M. & Co.

PASSENGERS.

Per s.s. *Sura Maru*, on April 27th: Mr. and Mrs. J. Neale, Miss E. M. Johnson, Mr. O. F. Alaman, Mr. P. Chiloers, Mrs. V. Martin, Mr. and Mrs. L. A. P. Leite, Mr. J. H. Wittehall, Mr. W. H. Smith, Mr. and Mrs. Volker, Mr. Frank Zech, Mr. P. C. Speers, Miss A. G. Ryan, Mrs. L. Jackson, Mr. B. M. Mills, Mr. J. W. Gardner, Mr. and Mrs. E. M. Burgess, Mr. Doria Poli, Mr. M. Alnaio, Mr. D. G. Bostock, Mr. and Mrs. P. Ariama, Mr. R. E. Ford, Mr. Southworth, Mr. M. de Jesus, Mr. G. B. Ampt, Mr. D. Witson, Mr. S. Apostol, Mr. C. Dettar, Mr. V. H. Gotthard, Miss A. M. Souzai, Mr. J. Reyes, Mr. C. H. Grover, Mr. M. C. Hazlett, Mr. J. A. Sozas, Mr. T. Vito, Mr. A. Hansen, Mr. N. Henyon, Mr. J. E. Oesiderio, Mr. F. Snorez, Mr. Go-Bontang, Mr. J. F. Nibet, and Mrs. J. F. Souza.

SHIPPING ITEMS.

The P. & O. *Nellore* left Shanghai for Hongkong on April 25th with the homeward English mails, and is due here to-day.
The R.M.S. *Empress of Russia* sailed from Nagasaki on April 25th and was due at Shanghai on Saturday.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND).

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE ETC.

SAILINGS FOR
MARSEILLES AND LONDON
VIA STRAITS, COLOMBO, AND PORT SAID.

SS.	Leave Hongkong about	Due Marseilles about	Due London about
"NELLORE"	29th April Noon.	2nd June	10th June
"NEURALIA"	Mid May	Mid June	June

FOR BOMBAY VIA STRAITS & COLOMBO.

SS.	Leave Hongkong about	Due Bombay about
"HEJAZ"	2nd May	22nd May
"DILWARA"	23rd May	11th June

FOR SHANGHAI MOJI KOBE, etc.

SS.	Leave Hongkong about	Due Shanghai Only
"DILWARA"	11th May	

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

WEATHER REPORT.

April 27th, at 12.08.—No returns from Japan and Vladivostok. Pressure has increased slightly over Formosa and the east coast of China, and decreased slightly elsewhere. A weak anticyclone, which formed over yesterday, has moved into the Eastern Sea.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 2.19 inches, against an average of 10.92 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.
Hongkong to Gap Rock — S.E. winds, moderate; fair.
Formosa Channel — (The same as No. 1.)
South Coast of China between The same as Hongkong and Lamook — No. 1.
South Coast of China between The same as Hongkong and Hainan — No. 1.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

The Company's Steamship

"EMPRESS OF JAPAN"

will sail from
NAGASAKI
for
VANCOUVER

via
Vladivostok
4th MAY.

Due Vancouver

22nd MAY.

Plenty of accommodation

Apply—

P. D. SUTHERLAND.

General Agent, Passenger Dept.

THE PENINSULAR AND ORIENTAL STRAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITER- RANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer

"DILWARA"

carrying His Majesty's Mail, will be

despatched from this port about MAY

22nd, 1919, taking Cargo for the above Ports.

Passenger accommodation in the connecting

vessel, when available, secured before departure

from Hongkong.

Silk and Valuable Cargo for Italy, France

and London (under arrangement) will be

conveyed by this Steamer proceeding to

Bombay and there transhipped to the

on-carrying Steamer for Marseilles and

London.

Parcels will be received at the Office until

3 p.m. the day before sailing. The contents

and value of all packages are required.

For further particulars, sailing dates, etc.,

apply to—

MACKINNON, MACKENZIE & CO.,

Agents,
P. & O. S. N. Co.Post Box 113,
22, Des Voeux Road Central,
Hongkong, April 1st, 1919.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blake Pier.

From Blake Pier to Naval Yard.

From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
MARSEILLES via HONGKONG, SAIGON, SPORE & LONDON via SINGAPORE, PENANG & Cebu & LONDON	PAUL LEGAT	From str.	—	—	MESSAGERIES MARITIMES	About 12th May.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	P. & O. I. & A. L.	About 29th inst.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	NISSON YUSEN KAISHA	On 2nd May, at 11 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	OSAKA SHOKEN KAISHA	On 20th May.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	TOYO KISEN KAISHA	On 3rd May.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	THE ADMIRALTY S.S. CO.	On 10th May.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	CHINA MAIL S.S. CO., LTD.	On 10th May.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	SEAWAY, TOMES & CO.	On 19th June.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	OSAKA SHOKEN KAISHA	To-morrow.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	NISSON YUSEN KAISHA	On 22nd May.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	CANADIAN PACIFIC O.S. Ld.	On 2nd May, at 11 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	OSAKA SHOKEN KAISHA	On 4th May.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	OSAKA SHOKEN KAISHA	On 10th June.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	TOYO KISEN KAISHA	On 15th May.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd May.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 3rd May, at 4 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at D'light.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st May, Noon.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th May, at D'light.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	MESSAGERIES MARITIMES	Quick dispatch.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	OSAKA SHOKEN KAISHA	On 8th May, at 9 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	JOSEPH LAFRANK & Co.	On 1st May.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst, at 8 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	JAVA-CHINA-JAPAN Ld.	On 14th May.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd May, at 3 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 2nd May, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	P. & O. I. & A. L.	About 29th inst.
SAN FRANCISCO via SHANGHAI & JAPAN & SAN FRANCISCO	ARCTIC	Brit. str.	—	—	JAVA-CHINA-JAPAN Ld.	



CANADIAN PACIFIC OCEAN SERVICES, LTD.

PACIFIC SERVICE.

SAILINGS FROM HONGKONG TO VANCOUVER

via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer Leave Hongkong. Arrive Vancouver.

"EMPRESS OF JAPAN" ... 4th May (from Nagasaki), 22nd May.

"EMPRESS OF RUSSIA" ... 8th May ... 29th May.

"EMPRESS OF ASIA" ... 29th May ... 18th June.

"EMPRESS OF RUSSIA" ... 29th June ... 14th July.

"EMPRESS OF JAPAN" ... 29th July ... 30th July.

"EMPRESS OF ASIA" ... 29th July ... 11th August.

"MONTEAGLE" ... 2nd August ... 28th August.

"EMPRESS OF RUSSIA" ... 2nd August ... 8th September.

"EMPRESS OF ASIA" ... 18th September ... 8th October.

"FARES—HONGKONG TO EUROPE"

"EMPRESS OF RUSSIA" "EMPRESS OF ASIA" ... Gold \$491.00

"EMPRESS OF JAPAN" "MONTEAGLE" ... Gold \$436.00

Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, sailings

and other matters, apply to the General Agent, Passenger Dept.,

P. D. SUTHERLAND, General Agent, Passenger Dept.,

HONGKONG.

J. E. WILLIAMS, General Agent, Passenger Dept.,

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.
REGULAR SAILINGS
BETWEEN
CHINA, MANILA, SINGAPORE, JAPAN
AND SEATTLE.
S.S. "WINDBER"
sails for San Francisco—May 10th.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE.
JOHN J. GORMAN, GENERAL AGENT.
Telephone 2477 & 2478. Fifth Floor, HOTEL MANSION.

Y. K. K.
YAMASHITA
KISEN KAISHA
(THE YAMASHITA STEAMSHIP CO., LTD.)
NANYO MARU No. 1...
NANYO MARU No. 2...
NANYO MARU No. 3...
RODEGAURA MARU...
KYODO MARU No. 12...
TAMON MARU No. 1...
ASOSAN MARU...
CHEIAN MARU...
REGULAR SERVICE FOR
FREIGHT BETWEEN
HONGKONG, BANGKOK
AND OR
SINGAPORE.
FOR PARTICULARS PLEASE APPLY TO—
M. KOBAYASHI,
Agent,
Top Floor, KING'S BUILDING.
113
Tel. 140 and 156.

KUHARA SHOJI KAISHA, LD.
KUHAARA TRADING CO., LTD.
(Shipping Department).
HEAD OFFICE (Kobe).
Branches and Representatives:—
TOKYO, OSAKA, YOKOHAMA, KANSAI, KURE, NAGASAKI, FUKUOKA, KAGAWA, HAYAMA,
MORAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, BANGKOK, SAIGON, VLADIVOSTOK,
SHANGHAI and TIENTSIN.
Taking Cargo on through Bills of Lading to Pacific Coasts,
Japan, China, India, Java, North and South America, also to
Mediterranean.
For further particulars apply to—
GHE KYOKU TRADING CO.,
M. HASHIMOTO,
General Agents.
Telephone No. 115.

THE ROYAL MAIL STEAM PACKET CO.
R.M.S.P.
OWNERS OF THE "SHIBE" LINE OF STEAMERS.
FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND
INTERMEDIATE PORTS.
Please Apply to—
JARDINE, MATHESON & CO., LTD.
Telephone No. 215.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DE AGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regals Direct Service from JAPAN, CHINA and STRAITS to BEIRA DE AGUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, sailing at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELJERMAN" LINE.

(FILIPPINE & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	DESTINATION	DATE
WUHU	"HANYANG"	On 28th Apr. Noon.
SHANGHAI	"TEAN"	On 29th Apr. Noon.
SWATOW and BANGKOK	"HUBER"	On 29th Apr. Noon.
MANILA, CEBU & ILOILO	"SHANSHI"	On 29th Apr. 3 P.M.
SHANGHAI	"HUNNING"	On 1st May, Noon.
TIENSIN	"HUICHOW"	On 3rd May, 4 P.M.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 4th May, 4 P.M.
SWATOW and BANGKOK	"LIANGCHOW"	On 5th May, Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three times weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons and excellent catering.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days.)

"KAITAN" ... Capt. A. H. Stewart ... THURSDAY, 1st May, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Elder's Pier).

For Freight and Passage, apply to—

DOUGLAS LAFFRAK & CO.,
General Managers.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"EQUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

S.S.	DATE
"ARCHER"	May 10th, 1919.
"COLOMBIA"	May 31st, 1919.
"VENEZUELA"	June 18th, 1919.
"EQUADOR"	July 16th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER DECKS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cabin, and the attendance on passengers cannot be improved.

Tickets are interchangeable with the Two Great Lines and the CANADIAN PACIFIC COAST SERVICES, Ltd.

For further information rates, literature, schedules, etc., apply to

Telephone 41 COMPANY'S OFFICE in Alexander Building, Canton Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about 1919	Due at Marseilles about	Due at London about
NELLORE	29th April Noon.	2nd June.	10th June.
NEURALIA	Mid. May	Mid. June	June.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about	Due London about
HEJAZ	2nd May	22nd May	
DILWARA	23rd May	11th June	

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Destination
DILWARA	11th May	SHANGHAI Only.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22 Des Voeux Road Central, HONGKONG.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	ATSTUA MARU 15,800 tons	2nd May, at Noon.
NAGASAKI, KOBE and YOKOHAMA	SHIDZUOKA MARU	Sat. 17th May, at Noon.
SHANGHAI, and KOBE	AKI MARU	Wed. 21st May, at 11 A.M.
LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID		
MELBOURNE VIA MANILA, ZAMBOANGA, TRURAI, TOWNSVILLE, BRISBANE & SYDNEY		
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL		
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO		
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK		

1 Omitting Shanghai and/or Moji. 2 Wireless telegraphy.

HONGKONG, VICTORIA, B.C. SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next SAILINGS FROM HONGKONG.

1 SUWA MARU ... Mon. 5th May, at 11 A.M.

2 Omitting Manila, Hongkong.

For further information apply to

NIPPON YUSEN KAISHA.

G. YASUDA, Manager.

Telephone 261 and 262

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
NIPPON MARU	11,000	May 3rd, From YOKOHAMA
TRINYO MARU	23,000	May 6th.
SHINYU MARU	23,000	May 23rd.
SIBERIA MARU	20,000	May 24th, From YOKOHAMA
PERSIA MARU	8,000	June 18th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CAELAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
SEIYO MARU	14,000	May 2nd.
KIYO MARU	17,000	May 13th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager.

Telephone 2274 and 2275.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NERA" ... 10,000	On or about ...
	"SPHINK" ... 20,000	do. 20th May.

MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, PORT SAID, SUEZ, PORT SAID ... "PAUL LECAT" 20,000 ... On or about 15th May.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"AMUR MARU" ... Tuesday, 20th May.

"AMUR MARU" call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"KASADO MARU" ... Tuesday, 6th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN VIA SINGAPORE.

"HAWAII MARU" ... Saturday, 15th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Tuesday, 6th May.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Wednesday, 6th May.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"NANKIN MARU" ... Sunday, 10th June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Thursday, 22nd May.

HAIPHONG—Three times a Month service.

"DAITOKU MARU" ... Monday, 5th May.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

"NANKIN MARU" ... Saturday, 3rd May.

KEELUNG, TAKAO VIA SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Xip wharf, near the Harbour Office.

For TAKAO VIA SWATOW AND AMOY.

"BOSHU MARU" ... Thursday, 8th May, at 9 a.m.

For KEELUNG VIA SWATOW AND AMOY.

For sailing dates and further particulars please apply to—

K. YAMASAKI,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry). "CHINA" (10,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" (June 19th, 1919). "CHINA" (June 19th, 1919).

[An unsurpassed high-class passenger service.]

O. H. RITTER, Freight and Passenger Agent.

100 House Street. Tel. 1952.

